

DOZUKI

i-MOTION 3 gear hub

Written By: iRobot

SUMMARY

[video: <http://www.youtube.com/watch?v=r4YCGD2X9mQ>]

Introduction

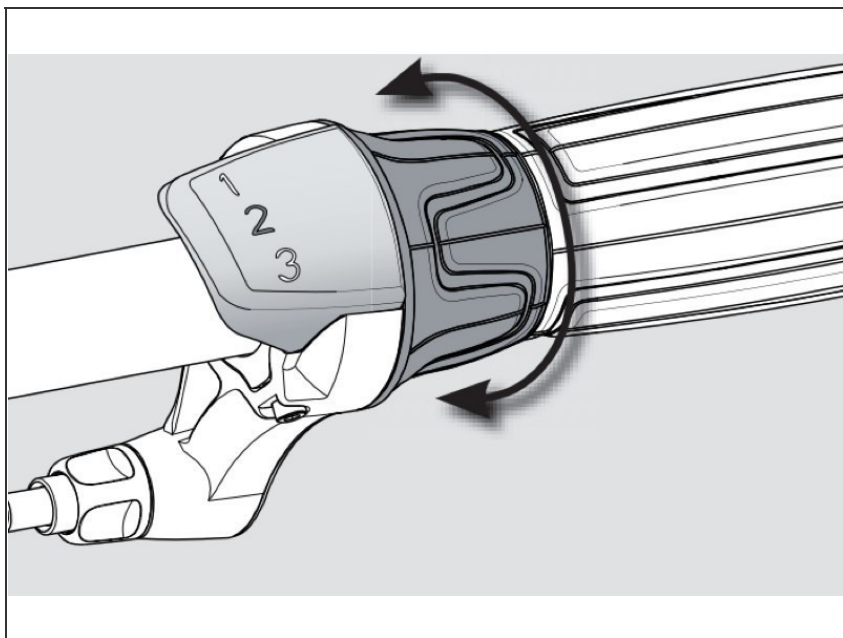
These instructions contain important information about your SRAM i-MOTION 3 System. Please take the time to read these operating instructions carefully. Your SRAM i-MOTION 3 System is almost maintenance-free. Should you have any queries that are not answered in these operating instructions, your qualified bicycle specialist will be pleased to help you.


Please Note

Precautionary measures, which protect from possible accident, injury or danger to life, or which prevent possible damage to the bicycle.

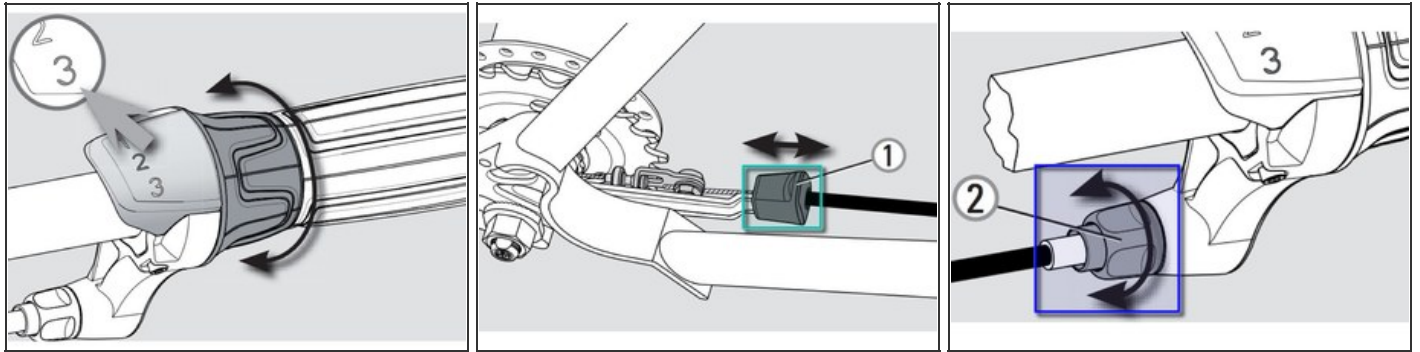
Special advice to assist in the better handling of the operation, control, and adjustment procedure.



Step 1 — Shifting



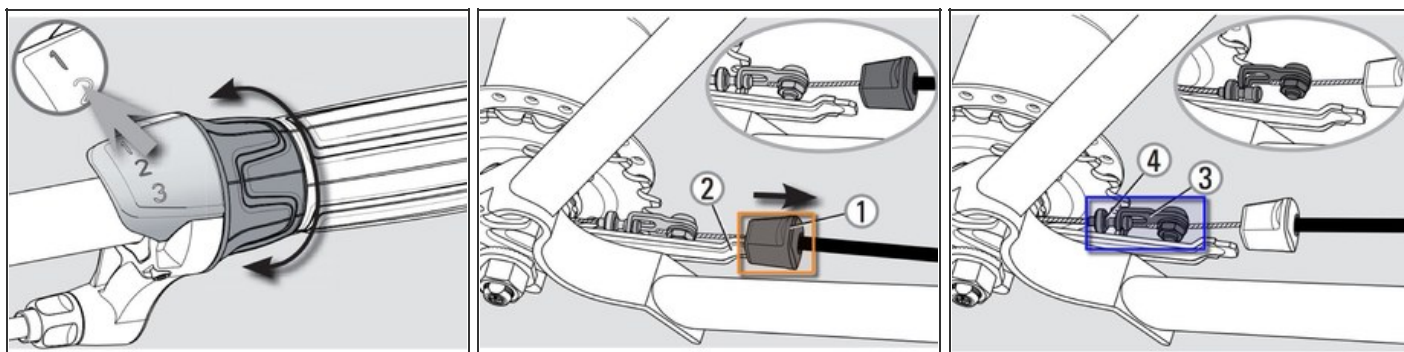
- Shift gears by turning the rotating grip.
- You can shift while standing still or while riding your bicycle.
- When approaching inclines shift down in good time.
- The smoothest and fastest gear change happens when changing gears while pedaling with low force
- **Braking:** On long and steep downhill roads,  simultaneously use rear and front brakes to avoid heating up of the brakes. Excessive heating of the hub with the back pedal brake may result in loss of lubricant and braking too hard. This will lead to a trip to the repair shop.

Step 2 — Gear Adjustement



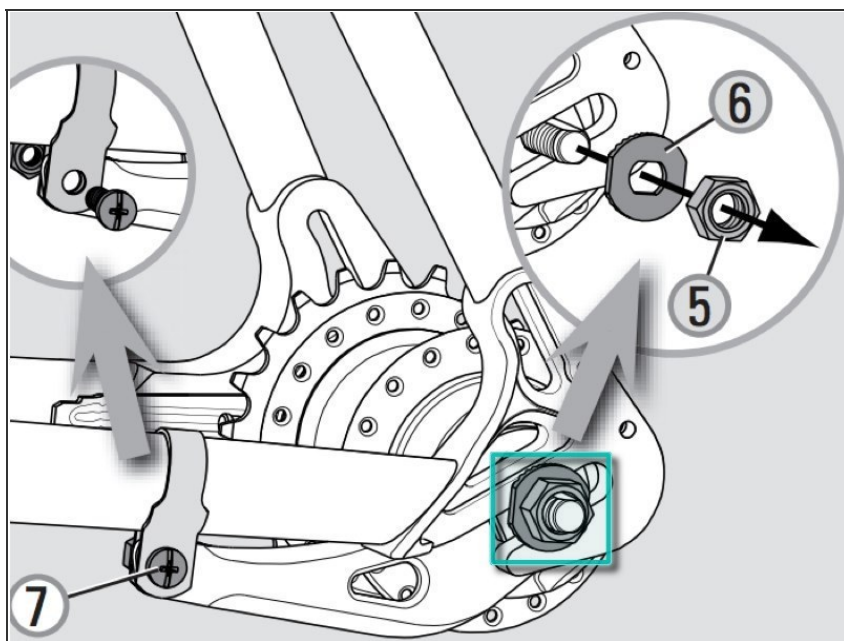
- Shift the twist shifter to the 3rd gear.
- The shift cable must be without play in 3rd gear. That means it must be pulled out of the hub as far as it will go. 
- While pulling the plastic retainer (1), it should not be possible to pull the shift cable further out of the hub.
- If the Shift cable has too much play: Shift the twist shifter to the 1st gear. 
- Reduce play of the shift cable by turning the barrel adjuster (2) at the shifter.
- If the Shift cable is too taut: The shifter won't shift into 3rd gear or the hub doesn't shift in 1st gear or will permanently switch between 1st and 2nd gear. Shift the twist shifter to the 1st gear
- Decrease shift cable tension by turning the barrel adjuster (2) at the shifter.


Step 3 — Removing The Rear Wheel



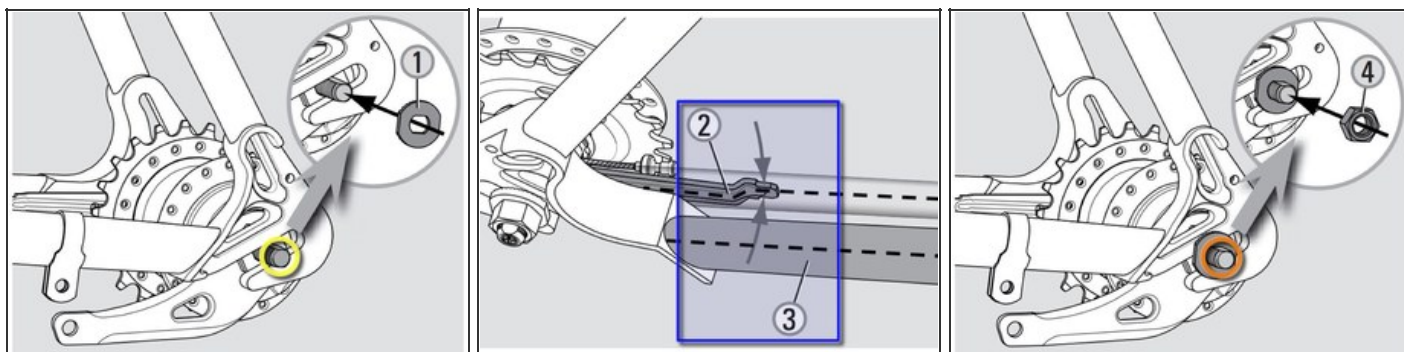
- Shift the twist shifter to the 1st gear.
- Pull the plastic retainer (1) off the cable stop bracket (2).
- Disconnect the shift cable by disengaging the link (3) of the cable nipple (4).

Step 4 — Removing The Rear Wheel-Continued



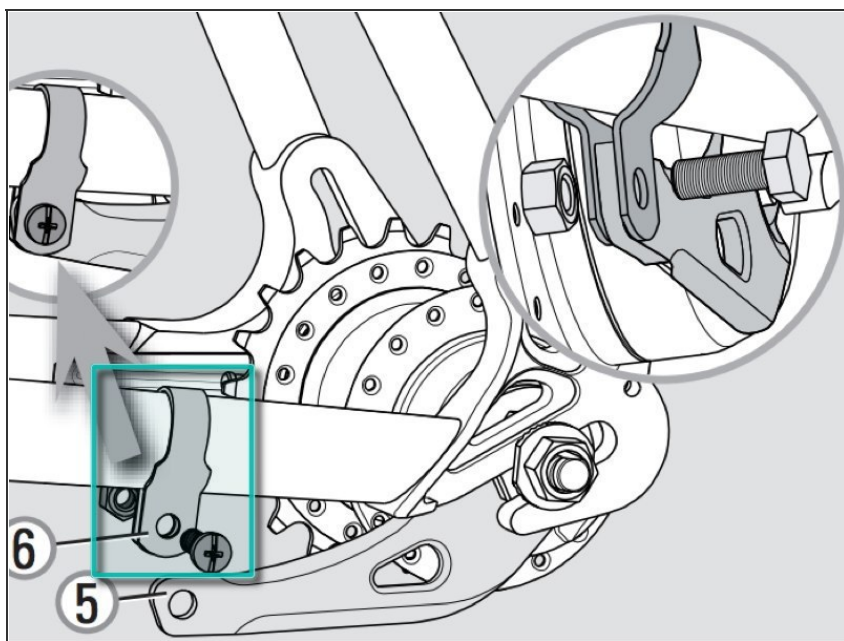
- Loosen the axle nuts (5) and remove the nuts and the retaining washers (6) underneath them.
- If applicable, unscrew the frame clamp connection (7) of the brake lever 
- Remove the rear wheel.

Step 5 — Fitting The Rear Wheel



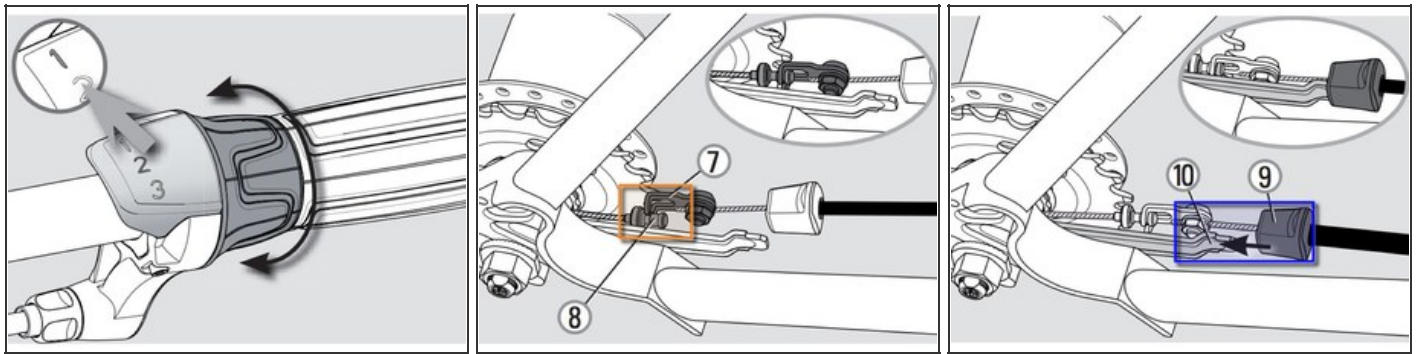
- Place the rear wheel into the rear frame.
- Slide one retaining washer each (1) onto each axle end. The serrations of the retaining washer must bear against the dropout of the frame.
- Align the cable stop bracket (2) parallel to the frame stay (3).
- Mount the axle nuts (4) and tighten them alternately with a torque of 30 – 40 Nm (266 – 350 in.lbs.).

Step 6 — Fitting The Rear Wheel-Continued



- If applicable, mount the brake lever (5) between the two straps of the frame clamp (6).
- The frame clamp must be seated on the frame with no play. Use only self-locking nuts! Tightening torque: 2 – 3 Nm (18 – 27 in.lbs.)

Step 7 — Final Adjustments



- Make sure that the shifter is set to the 1st gear.
- Make the cable connection by hooking in the link (7) of the shift cable to the cable nipple (8) on the hub
- Slide the plastic retainer (9) completely onto the cable stop bracket (10)

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